



The TRunnion

Broadcasting to LVG and the TR world

202511 November





Editorial

With thanks to Pete for his muttering support and also Howard for an insight into the London to Brighton Run.

This issue sees rather a lot of the above TR3A !

Well, I haven't really celebrated over 50 years of ownership so I thought I should mark it with a special feature in TRunnion. Please excuse me!

When I am in TR circles, it's just a rough old sidescreen TRbut when out on tours with other classics it does grab attention including waves from the public.

It still feels as good to drive today as it did when I first sat in it at the age of 22probably better.

Now, time to buy your LVG Calendar ... only £6.00

Chris.

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DEADLINE DATE ... for articles & photos for next issue is **by 6.30pm on the 5th day of the Month !**

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*Please send any TRunnion articles direct to the Editor
.....as a **WORD doc attachment !***

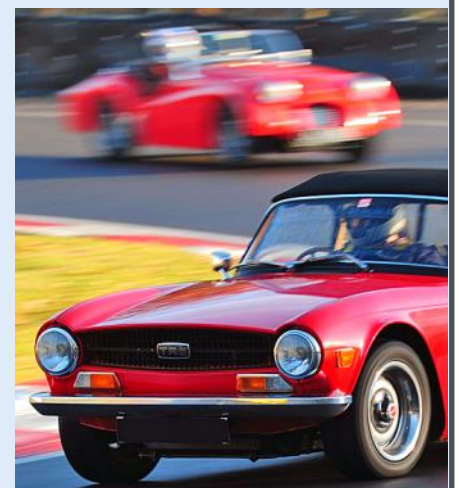
Keep the text small, if possible: **TAHOMA**, font size **12**

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

Unless otherwise specified, all group lunchtime meetings are on **third Sunday of month** (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at Ther Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.**

WEB SITES :- TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details : trr.lvg@gmail.com

Disclaimer The TR Register wishes to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Welcome to the home of LVG ...the Cock Inn, Broom. Book your lunch!

Check our LVG WEBSITE for all you need to know

Click NOW for LVG updates

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>



Rallying through the night to be first to buy the most exclusive LVG Calendar 26

**This Calendar contains 37 photos of different LVG TRsso your TR may be featured ?
Order your copy today @ only £6.00 each**



**Order today from trr.lvg@gmail.com or
collect at November or December meeting**

**Also by POST @ £2.00 for 1 copy or £2.50 for 2 copies.
Delivery local to Hitchin : Free**



Group Leaders' Report ...

Phil Sanford

Welcome to my November Group news.

I start with some sad news, Geoff Brace passed away on 20th October. Geoff had been a TRR member for many years and had a trio of lovely classic cars, including a TR6. His last outing with the Group was to the croquet evening. Our sincere condolences go to his wife Hazel and their family. Hazel has taken up the baton herself and joined the TRR, and we look forward to seeing her at future events.

The **LVG 2026 calendar** should be on sale at our forthcoming monthly meeting on the 16th for the bargain price of £6.00 each. With nearly 40 TRs in it, your car could well be featured.

The **"Curry Night"** on the 19th is gathering support but there is still time to let us know you would like to come along and join in the fun. Just phone, text or email me to book your place.

Coming up on the 21st December we have the **"Unofficial Christmas Dinner"** at the Cock starting at noon. It's unofficial as our main do is the Kick Off Lunch in January. You should have already received an email with a menu attached, if you haven't, please let me know. **Please book your place and give your food choices "to me" as soon as possible as the pub needs 2 weeks advance notice.** There is no need to contact the pub for this meeting, I will book the meal en bloc. If you just want to come along for a drink and a chat that is fine, the meal is not compulsory.

Moving on to the New Year there is the choice of attending New Year's Day classic car meets at either Barrington in Cambridgeshire or Stony Stratford Classic Car Festival. Very much weather, or hangover, dependant events.

Snow White and the Magnificent Seven is the Adult Panto offering this year at the Market Theatre in Hitchin. For those of you who haven't been before, it is a madcap hour of ribald fun and inuendo, a treat not to be missed. We plan on going as a group on the 9th January and really do need to know as soon as possible if you would like to go as tickets sell out very quickly. For those that want to have a meal afterwards there will be something organised at a nearby restaurant. Please, please, please let us know as soon as possible if you would like to go. Tickets are £20.55 each and are non-refundable.

Hot on the heels of this is the **LVG Annual Members Meeting (AMM)** on the 18th January at the Mount Pleasant View (former golf club) in Lower Stondon, SG16 6LJ. Once the meeting is over, we will hold our very popular **Kick Off Lunch** in the adjoining dinning room. Details will circulate soon to book your place and chose your meal. Please make sure you keep the date free in your diary.

Finally, the Car Club Fest at Malvern Three Counties Showground on the 14th – 16th August looks like it will be a very popular event and hotel rooms will get booked up very soon. We recommend staying at the Abbey Hotel in Great Malvern www.sarova-abbeyhotel.com

To keep abreast of all the events and meetings we have planned check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2024/11/2478/LVG-Events-Calendar>

Toodle pip for now

Phil



Pete Muncer



Good to hear that Tim Hunt, in his TR4A with co-driver Mike Hockaday, completed the Club Triumph Round Britain Reliability Run last month without any problems, for his 22nd finish out of 24 attempts over the years – well done sir! My estimate of 2500 miles for the weekend was a little light – Tim arrived back home in Barnstaple with 2610 miles clocked up (see below for more mileage statistics from the Mutterer). John & Luke Searle in their 4A, after some initial worries about vibration at certain speeds, also completed the Run successfully, the first car back to Knebworth – this was John's first (and maybe last!) RBRR, while Tim is already planning for the 2027 event (steady on, old chap, you're nearly as old as me).

Now for something completely different (to quote Monty Python) - the phrase "lies, damned lies, and statistics" has been attributed to Mark Twain, Benjamin Disraeli and various others over the years – but you may be asking, what has this got to do TR's and LVG? As the classic car season is over for another year (and consequently there is very little to write about in these Mutterings), how about a little quiz? We need to set some rules though – no looking up info in books or on the interweb, just your initial response to the following statistics (miscreants will be castigated):

How many TR's were produced for each of the various models? Select the figure you think is nearest:

TR2 – 7245 / 8628 / 8701
 TR3 - 11887 / 13377 / 15477
 TR3A (including TR3B) – 61567 / 62313 / 72667
 TR4 – 32665 / 40253 / 45898
 TR4A – 22556 / 28465 / 29876
 TR5 (including TR250) – 4895 / 7899 / 11431
 TR6 – 91850 / 95664 / 96255
 TR7 – 101055 / 110550 / 112375
 TR8 – 2498 / 2715 / 3528

Answers next month - person nearest to the correct answer overall will have the privilege of producing the next quiz.

This approach to filling space was prompted by some statistics of my own (no, not my inside left leg measurement) – since acquiring my TR4A in September 1993, I have kept a record of tours / events / major trips I have attended in the TR over the years (well, it passes the time). For what it is worth, the statistics are as follows: 123 major trips in total (but not including local trips) – 60 of these were CACCC tours, including 45 where I have been the route planner.

Actually, this is not strictly accurate (damned lies again), as a couple of CACCC tours have been in the Skoda (2022, TR was awaiting replacement of drive shaft U/J's) and the VW campervan (2021, fuel shortages and only the VW had sufficient fuel to get to Suffolk and back). No doubt someone will be asking how many miles the TR has clocked up in all this, and I can give only an approximate answer, as on one tour to Holland (and a little bit of Germany) in 1999 the speedo drive failed, so I claim approx. 70,000 miles. It will not take a mathematical genius to calculate that this gives an annual average of less than 2200 (the recent RBRR mileage for a weekend was nearly as far). The higher mileages were achieved in the first 10 years or so of ownership, when car and driver were much younger, on tours organised by Haynes, RAC / Norwich Union, Merlin, TR Register, etc. The TR has visited France, Northern Spain (see pic), Holland, and Ireland on trips across the water - our last TR trip abroad was in 2004 to Brittany – since then CACCC tours in the U.K. have been the main activity. Incidentally the 4A recently turned 60 – the driver is slightly older (!).

On the F1 front, with only three races left on the calendar at the time of writing, the title race for the Drivers' Championship is hotting up, although McLaren wrapped up the Constructors Championship at Singapore in early October. Recent races have seen wins by other teams, Verstappen now having won five races so far this year, and George Russell winning for Mercedes in Singapore, his second win of the year. In addition to the full length Grand prix races, sprint races have been a feature at some venues this year, worth 8 points to the winner – there are three sprints in the last of this season's races, which are likely to influence the outcome. In the U.S. GP sprint at Austin (in Texas, Trumpland), the two McLarens were involved in a collision at the first corner, so Mad Max collected the 8 points, then took pole position for the main race the next day, and strolled away to a comfortable win. The following week in Mexico, it was Norris in the McLaren who took pole position, and then drove away to a comfortable win – the title race is getting tight at the top.

I imagine I am not the only one who gets fed up with adverts, TV commercials etc. for Christmas, appearing earlier each year – September seems to be the kick-off month nowadays. So be warned – only 49 days to go from the copy deadline date for this issue of TRunnion. Of course this time of year has its' benefits – the CACCC Xmas dinner and the "unofficial" LVG Xmas dinner at The Cock – then we will be

down to Christchurch for "proper" Xmas dinner with the family – then comes the LVG AMM/KOL in January. The downside of all this is that the power/weight ratio on the TR will not be improved – where are my slimming pills?

Just another spot of pre-Xmas cheer to finish - on the TRR Forum site concerns have been raised that road tax on classic cars might be re-introduced in the imminent Autumn Budget - thank you Chancellor, Merry Xmas!



Dear Editor, ...part of story starting next page ...

This Land-Rover is very similar to the one I owned at the time of buying my TR3A. I remember organising a TR Group day driving on an oily skidpan ...good experience in the TR3A. I circulated round the pan sideways in my LR in rear wheel drive and then was able to do the same at twice the speed in 4WD. Another memory.

Chris.

NB Yes, we did it twicecouldn't drive both vehicles together.

Life with one TR3A for 50 years plus



Chris Glasbey

I have owned my TR3A for over 50 years now, having bought it in June 1975 for the sum of £250.00. Actually it was Paul Hogan who bought it on my behalf because he lived nearer to the seller's home. The asking price was £200.00 but as Paul was about to close the deal, the phone rang and someone from Wales was prepared to offer over the asking pricebut Paul was able to fix it for me to have the car for £250. Later that day I called to secure the car. It was red, quite rough but OK to drive and was to be my daily transport for the first 5 years of ownership. Actually it was a fairly sound old car, before the days when they were yet to be called "classic cars".

I was ready for a sportscar now, having enjoyed some exciting adventures in my 1948 series 1 Land-Rovera pre-production example, number R14. I remember many off-road drives, with steep hill climbs where I felt almost on the verge of flipping backwards and if I couldn't make the top of the hill, the best way down was to keep the wheels turning forwards and allow the Land-Rover to slowly fall down the gravel slope. One other time I was stuck in a marshy swamp and had to be winched out. I liked the idea of a Morgan next but found an affordable side-screen sports car in the TR3A.

At around the same time, Paul bought a Valencia blue TR5 and we both joined the TR Register. We both attended the Birmingham Group meetings but then decided we should jointly form a group nearer to our area. I lived in Warwickshire and Paul in Staffordshireso, as a temporary name we thought Stafford & Warwick Group. We never did change the name !

I always remained in touch with the previous owner of my TR, Paul Griffiths and his wife Sheila. Their daughter Kim was only 8 and she named the car "Smiler" because of its wide grill. Paul and Sheila died a few years ago now and Pat and I attended both funerals in "Smiler". Something different for the second funeral. After the service, Pat had a ride in the limousine and I took Kim for a country lane drive out to the wake. Sad but it did make her smile. I still keep in touch with Kim and her family today.

Some 10 years as a TR Register local group leader and enjoying life with the TR3A was a major involvement for all that time. It did take over my life. Along with S&W Group activities

was the national Lakes Tour plus the TRR Tour of Britain (the event that should have been cancelled but 6 cars did it anyway).

I first met Pat on the Lakes Tour of 1985 and two years later we married. She proved to be strong because I was having problems with the starter motor (it kept losing end bushes) and she had to give the TR a few push starts whilst on our honeymoon!

I persevered with the "bomb starter motor " for a while but eventually the switch to the Japanese high-torque and smaller variety was one of the best purchases ever. They also wear out after many years, now on my second.

Many people don't have a car for such a long time . I know for example that a stainless steel exhaust is not for life or at least the silencer isn't. Mine lasted 25 years until the baffles broke down and a new one was fitted. However, on the drive home, something was wrongthe exhaust was too quiet and I had to return later for a louder competition version to be fitted.

Major work on the TR was carried out in 1979/80 at the family home. Funds were limited so I did have to sell the registration number which was a 3 followed by three letters. this raised £600 which went towards body panels for the car ...the same ones that are on the TR today, including steel front wings and fibreglass rear. Other panels purchased were floor and rear apron. At the time, Paul was working for a classic car restoration company in Birmingham where he learned the skill of welding. He was able to practice this skill on my TR. I cleaned the chassis and underside, hammerite painted and waxoyled. We did have an inspection pit.

I decided to rivet long louvres in the bonnet, similar to Morgan and then I had the car sprayed Vauxhall Volcano Red. At a later date I regretted the bonnet treatment and swapped my starting handle for a TR2 bonnetwhich is still on the car today.

Sometime later it was time for a change and one of our group members offered to spray the TR for me at a good rate and so it became British Racing Green.

August 1988 was the time that Racetorations rebuilt the engine as "Fast Road" and still with the same SU carbs. *"The power output is approx 100bhp at the wheels with good power from 3000 – 5000 and a flat curve which is a very favourable characteristic of this engine. You will find it tractable and useable with good above average torque and a normal tickover"*. An important part of the package was a 4-1 race manifold with s/s sports exhaust system. I don't know why but I also agreed to have chrome-moly pushrods! The manifold was also ceramic coated.

Flashback now to my early years with the TR. I remember taking part in Autotests organised by Club Triumphone of which was staged in the lorry park of Corley Services on the M6. Great fun and at that time S&W Group became affiliated to Club Triumph ...although only two of us took up the Autotest challenge.

Step 2 in improving the TR for eventual competition came in August 1991 when I visited Chestnut House Sportscars. They uprated the springs and dampers and fitted an Aleybar and full harness belts. I also bought a pair of competition seats from Ridguard.

The modifications or improvements to the TR3A kept coming as my budget allowed. When the dynamo failed I replaced with an alternator and likewise when radiator leaked I replaced with an aluminium version. The thin belt conversion was probably at that same time.

1989 was the year that Pat and I founded the "Sporting Bears Motor Club" for Classic Cars and modern Sportscars – driving for children's charities in the UK. I had a lot of event organising experience and thought it was time the appeal of classic cars was put to better use rather than lining the pockets of commercial tour organisers. I took the role of Club Secretary and Pat was Treasurer. Some of the early members included Duncan Jolly (Chairman) and a few others from Camb Followers Group.

The TR Register seemed to think I had deserted them because Pat and I dedicated time for SBMC for the next 8 years. I have always maintained membership of the TRR. Who cares if I missed out on a Gold Awardmuch more rewarding to drive for charity.

A few years later, approx 1995, I decided to start competing in Hillclimbing and Sprinting. The TR was ready enough and further improvements to the car could be added later. I joined Hagley and District Light Car Club and became a regular at their local venue Loton Park (Shropshire). A few years of hillclimbing followed and in my class were a variety of classic sportscars. Results were based on handicap and I did win a few awards over the years.

The gearbox then needed attention and I took it to Cambridge Motorsport who said they could rebuild it for me. I was shocked when I drove it away. How could the gearing be so wrong? I was lifting the revs and changing gear but the road speed wasn't matching it. Everything was wrong but they wouldn't accept it. I gave up and walked away, taking the TR to Racetorations for a proper rebuild. Now it is a strong box as per Triumph Stag (roller bearings) linked with an uprated overdrive which snaps straight in.

Team support from SBMC members at Prescott, Shelsley, Harewood and other venues helped to raise some funds for various charities and the TR was covered with the stickers of several sponsors. Trouble came on one event at Harewood. The start Marshall assumed this sponsored TR was much quicker than I wasand just before I reached the last few yards my rear view mirror was filled with a Subaru WRC car!

Converting the steering to mini-based Rack & Pinnion was a good move, although initially it felt very light, even with the 13" wood rim Moto-Lita steering wheel. I enjoyed this wheel for some years until I felt the need for a firmer grip and so changed it for a 13" leather thick grip Moto-Lita wheel. Linked with this I always wear driving gloves. This is partly because the gearknob is aluminium with overdrive button on the side of it. Actually, I kept knocking this button off, so now I just press the stalk to engage overdrive. I feel at one with the car wearing those gloveswhich last for many years. I treat myself to a new pair perhaps every 10 years but although I have tried to find suitable gloves from the best UK companies, they have not been right. They have to be thin, like a second skinand I have to buy Italian lambskin leather driving gloves from a company in New York! They are a silly price but fit like a skin and great for hot weather or wet driving.

Now it's 2005. Although still enjoying the Sprinting and Hillclimbing, I would like to improve the performance of the TR and so discussed the next level with Darryl at Racetorations. The cylinder head was to be modified and gas flowed + oil cooler, spin on oil filter, pair of 45 DCOE Weber carbs, air cleaners, 45 amp alternator, inlet manifold modified with rose jointed linkage and cable throttle. With the labour and also trailer collect and return, that was another £4,000 spent.....but the TR would now be near to 150bhp at the wheels.

Now I am trying to close this story but there is more. In August 2006 I had had enough of the 4.1 ratio diffso it was time to change back to the 3.7 for more comfortable top gear cruising and bringing the rev counter down by 500rpm. Time also for a Salisbury LSD (although this may have been fitted earlier by Cambridge Motorsport, who did do a lot of good modifications to the 3A). Times then improved for my last season of hillclimbing.

During the summer of 2007 I was having major problems with fuel vaporisation. Already the bonnet had extra louvres and raised hinges to assist with exit of hot air plus a direct air intake from the grill to carbs. The next step was to follow the example of Darryl's racing TR3 by cutting 6 x 2"dia holes in each of the inner wings to add to the airflow! Success. Plenty of airflow and although the Webers don't like those very hot days, the fuel keeps flowing OK. The engine bay may not be as clean as it could be but that's a small price to pay and certainly not important to me.

A new pair of drill/slot discs in May 2015 along with Pagid blue pads and a year later a major improvement to the brakes by fitting a brake balance kit with reservoirs for front and rear and a separate one for clutch. Also a residual valve kit so that I can now stamp on the brakes (who needs a servo) with one push rather than having to pump the brakes as before this mod.

Another landmark moment would be around 2016 when Beers of Houghton prepared and resprayed the TR, which was now long overduea new coat of Triumph BRG.

The gearbox did need reconditioning again in 2017 with the help of Robsport and finally, I have recently removed the tappets and fitted roller rockers. Probably 160bhp at the wheels nowbut it's just a number. On classic car tours I easily keep with the Austin Healeys, TVR and others whilst enjoying spirited driving.

My TR is as presentable as it's ever going to be. Pat enjoys navigating and we shall continue to take part in scenic tour events for as long as possible. More than just a car, my TR3A is a big part of me which I share with Pat. The best of fresh air motoring.

Chris.



LVG changes Christmas !

Unfortunately, we cannot hold our December Sunday club meeting on the planned date.

It will now be on Sunday 21st December at our usual place @ The Cock Inn, Broom at 12 Noon

Our December meeting is always our "unofficial" Christmas meeting, where the majority enjoy a Christmas meal, although it is still acceptable to join us, just for a drink. It is "unofficial" as our seasonal celebration is our Kick off Lunch in January.

We collect menu choices and liaise with the pub, so watch out for the email asking for you to give us your food selections (it might have already arrived in your in box, but if not, it will be there very soon).

Below are this years menu options, but get that date changed in your diary and come and join us on 21st.

Christmas Menu

1st December to 23rd December, 2025
 £30.00 for 2 Courses - £35.00 for 3 Courses
 The £10.00 per person deposit is required when you book, and will be deducted from your final bill.

To Start Roasted Parsnip Soup <i>with a hot honey drizzle served with bread and butter (gf option available upon request)</i> Ham Hock Terrine <i>served with a spiced apple chutney and salad</i> Fig and Goats Cheese Parcels <i>served with a rocket salad</i> Salmon and Dill Fishcake <i>served with a side salad with a chilli dressing</i> Mains Traditional Christmas Roast Dinner <i>with all the trimmings served with a choice of turkey or nut roast (gf option available upon request)</i> Beetroot Wellington <i>served with creamy mash, carrots and parsnip crisps</i> Classic Beef Bourguignon <i>served with whole grain mustard mash and vegetables</i> Chilli and Lime Sea Bass <i>served with crushed new potatoes and broccoli</i>	Desserts Christmas Pudding <i>served with a choice of custard, cream, ice cream or brandy sauce</i> Chocolate Orange Cheesecake <i>served with cream</i> Warm Mince Pies <i>served with a choice of custard, cream, ice cream or brandy sauce</i> Strawberries and Cream Gelato <i>served with a homemade shortbread biscuit</i> To Finish Complimentary Tea or Coffee with a Mint Chocolate
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London 2 Brighton 2025



Howard & Loretta Pryor leave the TR at home and jump into their veteran Cadillac to take part in another London to Brighton Run. They made it to the finish, as they have done in previous years.

A few words from Howard over page>



Our tenth entry and tenth successful drive to Brighton in our 1904 Cadillac , we took 7 people in her to the start , 4 adults and 3 children and she went very well for a single cylinder 1.6cc with 8.25 hp

A new start in Hyde Park outside the Horseguard barracks proved very successful with 8 minute increment starts to synchronise with the traffic lights and let us all through

A very wet start for the early cars going at 7am (daybreak) but had cleared up a bit by our start time of 8am and when we reached the Crawley stop the sun was shining

Our arrival time was approx 2pm and after some stew and hot drink we loaded the car in the trailer and headed home to arrive very tired at about 7pm and we were in bed about 8pm , must be old age creeping in

I think this may be our last run as the logistics of preparing and getting the car and trailer to Brighton on the Friday is very hard and tiring work but we have done ten years and had a fantastic time on what must be the best and by far the longest running event in the world we have had a whale of a time ,met some great friends and will also have those fantastic memories of the dry runs and funnily enough even more memories of the very wet runs

Howard.



No, we didn't win the prize. That is actually the F1 Championship cup !

From London to Brighton through to leafy country lanes and picturesque villages, crowds of spectators - some happily settling in for the day with picnics - cheered on the participants on Sunday's RM Sotheby's Veteran Car Run. Rain didn't dampen the spirits of the 384 veteran vehicles that converged on Hyde Park at dawn and, buoyed up by cheers and waving from the crowds, spirits lifted even higher as the sun broke out during the day, resulting in a wonderfully sunny arrival for the 340 finishers in Brighton.



LVG Clothing



**You can now get regalia with the LVG logo.
Below is a selection of items already purchased, but we
have an extensive brochure of similar items
See Phil or Mike to order**



**Men's Shirt £28.20
Short sleeve**



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20

The Back Page



Just a note on the back pageto say that IF you have something to say as a letter, story or interesting classic old photonow would be a good time to energise and send to the Editor (at the trunnioned email)

Maybe even an update from our French connection ?

Watching this space.

Just a country drive out A TR6 on the Hero ERA "Rally of the Tests"



TR Register stand at Classic Car Show, NEC.

Gary Scott's Dove looks mean with the black wire wheels !

